55-9/975

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NAVSUPINST 4600.79)
AFR 75-10)
MCO 4610.31)

DEPARTMENTS OF THE ARMY, THE NAVY,
AND THE AIR FORCE
Washington, DC, 28 November 1975

Transportation and Travel

OVERSEAS OCEAN TERMINAL HANDLING AND INLAND LINEHAUL CARGO COST REPORT

Reports Control Symbol MTMC-79 (R2)

Local supplementation of this publication is permitted only for the purpose of gathering required data from subordinate commanders.

Paragraph

Purpose 1
Applicability 2
Authority 3
Definitions 4
Reponsibilities 5
Preparing agencies 6
Forms supply 7
Frequency, as-of date, number of copies, routing, and due date 8
Preparation instructions 9

*This publication supersedes AR 55-9, 1 July 1971.

READEX FICHE best copy available

D 101.9:

1. Purpose. This publication assigns responsibilities and prescribes procedures for developing and submitting costs for oversea ocean terminal cargo handling and inland linehaul. The data will be used for comparing shipping costs via the various options available; for determining which transportation system would provide the lowest delivered cost for moving military-sponsored cargo; and for evaluating ocean rates under competitive procurement.

2. Applicability. *a.* This publication applies to all overseas military commands who either operate a military ocean terminal or contract for use of terminal facilities through which cargo may be transported to an inland depot in support of US military forces and defense agencies.

b. The Overseas Ocean Terminal Handling and Inland Linehaul Cargo Cost Report (DD Form 2010) (fig. 1) will provide cost data on all current modes of transportation utilized by the military services; it should include data on every major port, as well as on linehaul between every major port and depot, as listed by the oversea commander. It should not include those costs (port handling and linehaul) for which the ocean carrier is responsible.

c. This publication has no applicability to the Army National Guard or the Army Reserve.

3. Authority. This publication is issued pursuant to the responsibilities assigned to the Commander, Military Traffic Management Command (MTMC), by paragraph 102014 of the Military Traffic Management Regulation (AR 55-355/NAVSUPINST 4600.70/AFM 75-2/MCO P4600.14A/DSAR 4500.3).

4. Definitions. For the purpose of this publication, the following definitions apply:

a. MILVAN–Military-owned demountable container conforming to the US and international standards.

b. SEAVAN–A 20 to 40 foot container owned by a commercial carrier.

c. Containerizable Cargo–Any commodity that can be shipped in a MILVAN or SEAVAN, either alone or homogenously with other items.

d. Break Bulk Cargo–Any commodity that, because of its weight, dimensions, or noncompatibility (odor) with other cargo, must be shipped by mode other than MILVAN or SEAVAN.

e. Measurement Ton (MTON)–A measure of cargo volume; one MTON equals 40 cubic feet (of cargo).

f. Costing–The computing, in dollars and cents per MTON, of all costs for a military-operated/controlled transportation system (including contract operations) in loading/discharging of ships and providing linehaul capability to/from inland depots, as well as all costs for supervision over these operations.

(1) Discharge of ships (break bulk), referred to as "stevedoring," is that phase of transportation costing associated with receiving, checking, and unloading the cargo from place of stow aboard ship to placement on the dock.

(2) "Terminal handling" includes all costs for movement of cargo from the dock, through the terminal, and loading aboard linehaul carrier.

(3) Costing for loading of ships (break bulk), or export stevedoring, will be a reverse of the operations described in (1) and (2) above; i.e., the first phase will be terminal handling costs, to include receiving, checking, and unloading cargo from car, truck, or barge onto dock; and the second phase will be the movement of cargo from place of rest on dock to place of final stow aboard ship.

g. Commodity–By line number (DD Form 2010, sec A):

(1) *Cargo NOS (Cargo Not Otherwise Specified).* Excludes bagged cement, poles, piling, or logs; rates for these commodities will be developed as required.

(2) *Government vehicle (light).* A wheeled or tracked vehicle (unboxed) of gross weight not exceeding 10,000 pounds per unit, such as artillery, boats, automobiles, station wagons, trucks, buses, ambulances, van chassis, trailers, or carts.

(3) *Government vehicle (heavy).* A wheeled or tracked vehicle (unboxed) of a gross weight exceeding 10,000 pounds per unit, such as road construction equipment, artillery, or boats.

(4) *Aircraft.* An unboxed helicopter, fixed-wing aircraft, or fuselage with or without engine. However, if crated, aircraft will be considered Cargo NOS.

(5) *Reefer.* Refrigerated cargo (foodstuffs, perishables) and any other items requiring controlled-temperature stowage during transportation.

(6) *Hazardous.* Includes cargo (other than explosives) which, in accordance with US Coast Guard regulations, must be stowed on deck.

(7) *Transporter.* Reuseable, returnable shipping container less than 10 feet in length (e.g., CONEX, SEACON).

(8) *Explosives.* Includes all military explosives (ICC Classes A, B, and C) and military lethal chemicals within Classes II through XI, Title 46, Code of Federal Regulations, Section 146.29-100 (Coast Guard Pamphlet No. 108), for which a permit for handling is required by Title 46, Code of Federal Regulations, Section 146.29-13. This commodity category will not include small arms ammunition and other Class I items included in the aforementioned publication.

(9) *Lumber.* Includes rough or graded wood products derived from logs which shall have been sawed or planed at least to the extent of showing saw marks on the four longitudinal surfaces of each piece, but which have not been further manufactured.

(10) *Metal products (light).* Unboxed metal products (fabricated or unfabricated) weighing 56 pounds or less per cubic foot.

(11) *Metal products (heavy).* Unboxed metal products (fabricated or unfabricated) weighing over 56 pounds per cubic foot.

(12) *POV.* A privately-owned vehicle, unboxed, such as sedan, station wagon, convertible, camper, motorcycle, or scooter.

(13) *Mobile home.* A dwelling, sometimes referred to as a house trailer, constructed or converted for use as a residence and is mobile in the sense that it can be moved (towed) from place to place on its own wheels.

(14) *Household goods (crated).* Furniture and furnishings or equipment; clothing; baggage; personal effects; professional books, papers, and equipment; and all other personal property associated with the home and person.

5. Responsibilities. *a.* Overseas commanders of major ports will—

(1) Develop costs, in the format prescribed in paragraph 9, for ocean terminal cargo handling and inland linehaul.

(2) Submit and update cost data at least semiannually and whenever a substantial change occurs (see para. 8).

b. The Commander, MTMC, will receive, compile, and distribute the data to the Departments of the Army, Navy, Air Force; the Commander, Marine Corps; the Commander, Military Sealift Command; the Director, Defense Supply Agency; and the Commanders, Western and Eastern Areas, MTMC.

6. Preparing Agencies. All oversea water port activities that are responsible for handling shipments of material moving in the Defense Transportation System in support of the military forces, defense agencies, and other Government agencies.

7. Forms Supply. DD Form 2010, Overseas Ocean Terminal Handling and Inland Linehaul Cargo Cost Report (two pages), Reports Control Symbol MTMC-79 (R2), will be used for the report, Army users will locally reproduce DD Form 2010 on 10 1/2 by 8 inch paper in accordance with Figure 1. (Air Force activities will request DD Form 2010 through their normal supply channels.)

8. Frequency, as-of date, number of copies, routing, and due date. The report will be prepared semiannually, as of 1 February and 1 August, and forwarded in duplicate to the Commander, MTMC, Washington, DC 20315, to be received at least 15 days prior to 1 March and 1 September, respectively. Navy activities will forward the required report via the cognizant fleet commander and the Commander, Naval Supply Systems Command (SUP 051), Washington, DC 20376. If the rates remain unchanged from the previous semiannual report, the submission will indicate "NO CHANGE FROM LAST REPORT." However, any cost changes which the oversea commander deems to be significant should be reported immediately as a change to the last regular semiannual report.

9. Preparation Instructions. DD Form 2010 will be prepared as follows:

a. FROM: (Enter the name *and* address of the activity submitting the data.)

b. THRU: (Enter the name and address of the major overseas command having jurisdiction over the reporting ocean terminal activity.)

c. Submission Date of Report: (Enter 1 February or 1 August, as appropriate. For interim reports, see para. 8, above.)

d. Port: (Enter the name of the ocean water terminal to which port handling, linehaul to/from, and assessorial cost data apply.)

e. In those instances where certain commodities are not handled through a particular port or moved to a particular inland depot by a particular mode of transportation, enter NA (not applicable), as appropriate, and explain under "REMARKS".

f. Total Inbound (sec.A): (Enter in column (B), under "INBOUND," the sum of the costs reported in columns (C) and (E) for each commodity.)

g. Total Outbound (sec. A): (Enter in column (B), under "OUTBOUND," the sum of the costs reported in columns (D) and (F) for each commodity.)

h. Ship Discharge (sec. A): (Enter in column (C) the cost for transferring the commodity from place of rest on the ship to place of rest on the dock.)

i. Ship Loading (sec. A): (Enter in column (D) the cost for transferring the commodity from place of rest on the dock to place of rest on the ship, to include all required blocking, bracing, and tie down.)

j. Terminal Handling and Loading Rail/Truck (sec. A): (Enter in column (E) the cost incurred in transferring the commodity from the dock to land carrier's equipment.)

k. Unloading Rail/Truck and Terminal Handling (sec. A): (Enter in column (F) the cost incurred in unloading the commodity from land carrier's equipment and subsequent movement to a place of rest on the dock within reach of ship's tackle.)

l. Break-Bulk Linehaul Cost (sec. B): (Enter a representative average rate, in dollars and cents per MTON, for moving break-bulk cargo between the port and the major inland destinations served. Space is allotted for listing rates to 10 destinations for 14 separate commodities.)

m. MILVAN/SEAVAN Port Handling Costs (Per MTON) (sec. C): (Enter in the MILVAN column those stevedoring and terminal handling costs for discharging/loading MILVANs from/

onto vessels as break-bulk cargo, as such costs are not covered by conditions of service described in the Container Agreement. Under SEAVAN, enter only those port handling costs not covered by the carrier's basic service as defined in the Container Agreement. Usually all SEAVAN costs are included under the Container Agreements; however, some ports levy additional assessorial charges peculiar to those ports. Such costs will be entered here and explained under "REMARKS).

n. Container Assessorial Charges (Per MTON) (sec. D): (Enter cost data for the stuffing/unstuffing of MILVANs and SEAVANs at all oversea terminals other than those of commercial carriers).

o. Container Linehaul Cost (Per MTON) (Section E): In the MILVAN column, enter all inland transportation costs when the MILVAN is to be discharged/loaded from/to a vessel as break-bulk cargo under conditions of service not covered by the Container Agreement. Under SEAVAN, report those inland transportation costs not covered by the Container Agreement, if any; and, under "REMARKS," explain such costs. Costs will be representative average rates, in dollars and cents per MTON, between the port and the major inland destination served.

The Army office of primary interest in this joint publication is the Military Traffic Management Command. Users are invited to send comments and suggested improvements, on DA Form 2028 (Recommended Changes to Publications), direct to Commander, Military Traffic Management Command, ATTN: MTMC-ITX, Washington, DC 20315.

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OVERSEAS OCEAN TERMINAL HANDLING AND INLAND LINEHAUL CARGO COST REPORT

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MTMC-79(R2)

PAGE _____ OF _____ PAGES

SUBMISSION DATE OF REPORT

PORT

THRU:	TO:	FROM:
	Commander Military Traffic Management Command Washington, DC 20315	

SECTION A – BREAK BULK PORT HANDLING COST (PER MTON)

LINE	(A) COMMODITY TYPE	(B) TOTAL INBOUND (C+E)	(B) TOTAL OUTBOUND (D+F)	(C) SHIP DISCHARGE	(D) SHIP LOADING	(E) HANDLING & LOADING RAIL/TRUCK	(F) HANDLING & UNLOAD RAIL/TRUCK
1	CARGO NOS						
2	GOV'T VEHICLE (LIGHT)						
3	GOVT VEHICLE (HEAVY)						
4	AIRCRAFT						
5	REEFER						
6	HAZARDOUS						
7	TRANSPORTERS						

LINE	(A) COMMODITY TYPE	(B) TOTAL INBOUND (C+E)	(B) TOTAL OUTBOUND (D+F)	(C) SHIP DISCHARGE	(D) SHIP LOADING	(E) HANDLING & LOADING RAIL/TRUCK	(F) HANDLING & UNLOAD RAIL/TRUCK
8	EXPLOSIVES						
9	LUMBER						
10	METAL PRODUCTS (LIGHT)						
11	METAL PRODUCTS (HEAVY)						
12	POV'S						
13	MOBILE HOME						
14	HOUSEHOLD GOODS (CRATED)						

SECTION B – BREAK BULK LINEHAUL COST (PER MTON)

INLAND POINT	COMMODITY TYPE *(Refer to SECTION A above (Line 1 – 14) for developing data below.)* 1	2	3	4	5	6	7	8	9	10	11	12	13	14
A														
B														
C														
D														
E														
F														
G														
H														
I														
J														

DD FORM 1 NOV 75 2010

REPLACES DA FORM 3737-R, 1 JUN 71, WHICH IS OBSOLETE.

Figure 1.

SECTION C – MILVAN/SEAVAN PORT HANDLING COSTS (PER MTON)

COMMODITY TYPE	MILVAN		SEAVAN	
	DISCHARGE	LOAD	DISCHARGE	LOAD
CARGO NOS				
GOVERNMENT VEHICLES				
REEFER				
EXPLOSIVES				
PRIVATELY OWNED VEHICLES				
MILVANS (EMPTY)				

SECTION D
CONTAINER ASSESSORIAL CHARGES (PER MTON)

MILVAN		SEAVAN	
STUFFING	UNSTUFFING	STUFFING	UNSTUFFING

REMARKS:

SECTION E – CONTAINER LINEHAUL COST (PER MTON)

INLAND POINT	MILVAN			SEAVAN	
	CARGO NOS	EXPLOSIVES	EMPTY	CARGO NOS	REEFER
A.					
B.					
C.					
D.					
E.					
F.					
G.					
H.					
I.					
J.					

NAME. *(PRINT or TYPE Official of the Reporting Activity)*

SIGNATURE

DATE

Figure 1. – Continued